

Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee
Motion Tracking Report

8/4/15

Status Key

ONR—Open, No Response	CNR—Closed, No Response
OAR—Open Acceptable Response	CAR—Closed Acceptable Response
OUR—Open Unacceptable Response	CUR—Closed Unacceptable Response
OIP—Open, In Progress	NRN—No Response Necessary

Date of Motion/ Action	Motion/Action	Date Transmitted To CE/CC	Date of Response	Status	Comments Next Steps
1. September 2011	MOTION: Select East Bethesda and Montgomery Hills as the two neighborhoods to conduct a pilot study to assess pedestrian networks and identify needed improvements.		None	CUR	<p>The original Pedestrian Safety Initiative strategy was to assess the condition of all sidewalks in the County to determine the most critical needs of improving the sidewalk network. However, the County Executive directed the funding towards building and repairing sidewalks, rather than conducting a County-wide study of sidewalks. This original strategy was never funded. However, the Snow Bill does include a proposal to document all sidewalks and may provide a way to define deficiencies in the sidewalk network. At this point, the Snow Bill was passed by the County Council but has not been signed into law or funded by the County Executive. Montgomery Hills, East Bethesda, and East Silver Spring were identified by were identified by the PBTSAC as potential locations that could be inventoried as a pilot program. Ramin Assa (PBTSAC member) drafted a cost proposal for assessing East Silver Spring. These pilot programs were not funded by the County Executive. There has been no further exploration of doing assessments and inventories of sidewalks. Emerging issues on this:</p> <ul style="list-style-type: none"> • What can be done through the Snow Bill? • What can be done through the BiPPAs Program • SHA has an ongoing study of Montgomery Hills that would include sidewalk assessments along Georgia Avenue

2. January 2011	<p>MOTION: The PBTSAC supports Bill 37-11, to authorize the installation of school bus safety cameras and that the program should include a strong education component and citizen involvement through a citizens' advisory committee, similar to the advisory committee used for implementing the County's speed camera program.</p>	<p>5/1/14 Provided complete grid</p>	<p>None</p>	<p>OAR</p>	<p>In the first year of the program, cameras were placed on 25 school busses (of the 1200 bus fleet.) These were placed on the most problematic routes. The program has been implemented, a comprehensive education campaign was launched that included bus stop ads, bus back ads, television ads and interviews, MC cable shows, and school related flyers. In 2014, MCPD issued 1022 citations with these 25 cameras. There is debate between Council and the Executive Branch (OMB) on whether or not to expand the program (add 10 more cameras.) The program has been one of the most successful in the nation. Given the large number of citations, more education may be needed - - or maybe not, given all the signage and warning lights school buses now use. Cpt. Didone will continue to update the committee as the program evolves and expands. MONITOR PROGRESS</p>
3. January 2011	<p>ACTION: Two suggestions were made: 1) expanding the SRTS program incorporating bicycle education; 2) MVA should conduct some sort of continuing driver education every 10 years.</p>	<p>5/1/14 Provided complete grid</p>	<p>None</p>	<p>OIP</p>	<p>Driver education is a State MVA issue. Dunckel reported that pedestrian safety has become a very high priority for the State; pedestrian fatalities now comprise 25% of all traffic fatalities in Maryland, up from 20% a year ago. It is a good time to be raising these issues at the State level.</p> <p>The Maryland Motor Vehicle Administration (MVA) is adding pedestrian and bicycle safety questions to their test given for drivers licenses. The questions are being developed now.</p>
4. November 2012	<p><u>MOTION</u>: PBTSAC recommends to the County Executive that funding be increased for pedestrian education and bicycle safety programs without negatively impacting other pedestrian safety programs.</p>	<p>5/1/14 Provided complete grid</p>	<p>None</p>	<p>OIP</p>	<p>MCDOT has worked with Montgomery College and the Washington Area Bicycle Association (WABA) to hold classes on Bicycle Safety. And the Bikeshare Program has created a subsidized helmet program. Nadji Kirby has been providing Bicycle Safety educational materials within the schools via bike rodeos. Drobnich suggested another alternative may be working with SHA to provide local bicycle shops with the already printed bicycle safety handouts.</p> <p>Anyesha Mookherjee will report the availability of such handouts to the committee in March. Michael Jackson at MDOT also has information from these programs.</p> <p>An update will be provided at the June meeting about the County working with the State to get bicycle safety education materials into bike shops.</p>

5. September 2013	<p>MOTION—<u>County-wide Bike Safety Education Campaign</u>: Voted, that the PBTSAC recommend to the County Executive that a county-wide bicycle safety education campaign be developed that meets national best practices (i.e. League of American Bicyclists) for bicyclists of all levels with consideration for less experienced bicyclists to address the anticipated increase in bicyclists due to the implementation of Bikeshare. In addition, the PBTSAC recommends that an education campaign be developed which focuses on motorists regarding safe interactions around and with bicyclists. This may include details such as:</p> <ul style="list-style-type: none"> • Understanding the rights and responsibilities of bicyclists in using the roads, trails, and/or sidewalks. • Conflict mitigation with other road users • Use of protective and reflective devices to reduce risk while riding • Use of proper signals to inform other road users of bicyclists actions 	5/1/14 Provided complete grid	None	OUR	<p>Jeff Dunckel stated that the PBTSAC has requested a significant increase from the County Council last year. The issue is under review by OMB and the County Executive. The Operating budget will not be released until after the March PBTSAC meeting so MCDOT will not be able to discuss what was requested until after that release. The status of the recommendation remains “open-no response.”</p> <p>No FY16 funding was requested by the County Executive for this item. There has been no official response from the CE about why funding is not being pursued.</p>
6. September 2013	<p>MOTION—<u>Improve Bicycle Infrastructure</u>: Voted, that the PBTSAC recommend to the County Executive that emphasis be given to improving existing bike infrastructure or implementing new bike infrastructure in the areas where Bikeshare will be implemented, working with all appropriate stakeholders, including but not limited to affected schools. This will provide the Bikeshare program with the opportunity to succeed by helping participants feel safe and confident when using bicycles. Research indicates that proper signage, bike lanes, sharrows, etc. help facilitate safe bicycling by notifying bicyclists and motorists alike of where bicycles are allowed to ride as well as create an expectation that bicyclists will be using these facilities.</p>	5/1/14 Provided complete grid	None	OIP	<p>Cycle tracks may be part of the recommendations under the BiPPA program. This motion should be characterized as “open- in progress” - the conversation and work have been started but will take some time.</p> <p>Emil Wolanin to address this item under upcoming discussion of budget. NEED FUNDING UPDATE</p>

<p>7. September 2013</p>	<p>MOTION: <u>Crosswalk Striping and Crossing Treatment Policy</u>: Voted, that the PBTSAC recommend to the County Executive that a crosswalk striping policy and crossing treatment policy be developed that meets national best practices for pedestrian safety for all roadways users of all mobility levels, and that is consistent for local, county and state roadways. This may include details such as:</p> <ul style="list-style-type: none"> • High visibility (ladder) crosswalks shall be utilized at signalized intersections in CBDs and adjacent to transit stops/stations and other high pedestrian volume locations. On other roadways, parallel line striping at signalized intersections is warranted (the goal is to reserve funds for most needed locations and convey consistent message to motorists). Consider use of advance stop bars and diagonal striping to improve visibility. Investigate use of a vertical and detectible ridge along crosswalks in high volume locations to improve safety of persons with visual impairments • Develop maintenance goals to ensure crossing surface is smooth and without obstruction and markings remain in good repair. • Crossing distances shall be mitigated/shortened at every opportunity through the use of raised pedestrian refuge islands (adequate to accommodate a wheelchair, protected with a nose), curb extensions or tightened turning radii. Signals should be set to meet the most recent MUTCD pedestrian walking speed of 3.5 ft./second. • At uncontrolled crossings of multiple lane roads with high traffic volumes and speeds over 40mph, marked crosswalks alone are inadequate for pedestrian safety. Beacons or half signals and advance warning signs should be implemented. 	<p>5/1/14 Provided complete grid</p>		<p>CAR</p>	<p>Dunckel stated MCDOT has moved towards remarking crosswalks on a three-year cycle now, with high-visibility, ladder-style crosswalks being installed. Funding has been recently increased to this program to enable an expansion. Bilgrami clarified that as older, faded crosswalk within the County are replaced, the unsignalized crosswalks, urban districts, HIAs, and crosswalks with higher pedestrian volumes will be marked with a ladder-style crosswalk marking. The ladder-style pavement marking is for greater visibility and increased awareness of pedestrians. It is agreed the status is to change to “closed- acceptable response,” though the work is ongoing - - and never really closed.</p> <p>NEED FUNDING UPDATE</p>
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8. September 2013	<p>MOTION—Pedestrian Criteria in Speed Camera Placement: Voted, that the PBTSAC recommend to the County Executive the specific placement of speed cameras to take pedestrian activity and crossings into greater consideration, particularly at the location of bus stops and other pedestrian generators and natural crossing paths. Speed cameras are a vital tool to slow motorists on roadways and allow pedestrians to cross roadways, particularly on arterials where signalized intersections are at great distances and pedestrian generators such as bus stops encourage mid-block crossings.</p>	<p>5/1/14 Provided complete grid</p>		<p>CAR</p>	<p>Cpt. Didone stated every speed camera placement has a pedestrian factor included. If there is not a pedestrian factor as part of a need for the camera, then the speed camera does not usually get approved. Roadway designs, placement of bus stops and other potential conflicts and safety factors are always considered prior to the placement of additional speed cameras within the County.</p> <p>CONTINUE TO MONITOR EFFECTIVENESS AND FUNDING</p>
9. September 2013	<p>MOTION—<u>Montgomery County Pedestrian Master Plan</u>: Voted, that the PBTSAC recommend to the County Executive and the County Council that Montgomery County develop a Pedestrian Master Plan to establish overarching goals for the County regarding pedestrian mode share, crash rates, and facilities. Agreed-upon goals help guide individual projects and construction and raise awareness of the need to accommodate pedestrians equally with motorists. A master plan provides evidence of national best practices for facilities and sets the design and engineering standards for pedestrian facilities in road construction and development projects. A pedestrian master plan will not only address concerns raised by the disabled community regarding street crossings, but also about maintaining a clear path of travel on sidewalks (often blocked by utility poles and street furniture and construction projects), and improving safety in parking lots and access to bus stops.</p>	<p>5/1/14 Provided complete grid</p>		<p>OUR</p>	<p>The CE or CC requested no funding for this item in the FY16 Budget.</p> <p>Wolanin suggested putting together a work group to review what Colleen had prepared and to discuss the best process to develop some type of plan or guidance for the County. Droblich suggested that Colleen Mitchell, George Branyan and David Anspacher meet with Emil Wolanin to work through an outline of what this document or plan should be.</p> <p>NEED TO DISCUSS NEXT STEPS.</p>

10. September 2013	MOTION— <u>Purple Line Project - No Additional Lane Capacity Be Provided</u> : Voted, that the PBTSAC recommend to the County Executive and County Council that in central business districts, locations with other high capacity transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators, that no additional lane capacity be provided for motor vehicles, including no additional turn lanes. Instead, right of way should be dedicated to bicycle facilities, promenades with wide planting strips and street trees.	5/1/14 Provided complete grid		OIP	<p>The PBTSAC's recommendations had been put forward to the MTA which responded by speaking to the Committee last summer. Drew Morrison reported that Councilmember Riemer wrote MTA a letter addressing the lane widths along Wayne Avenue and feels additional conversation needs to ensue.</p> <p>Drew Morrison reports that the Governor should provide his response to the proposed Purple line by mid- to late-May. If the project proceeds, the contractor project teams should submit their proposals this August.</p> <p>NEED UPDATE</p>
11. September 2013	MOTION— <u>Purple Line Project - Specifications for Pedestrian Crossings</u> : Voted, that the PBTSAC recommend to the County Executive and County Council that anywhere the Purple Line travels through central business districts, locations with other transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators, crossings should include raised pedestrian refuge islands (that cross over the striped crosswalk), tight turning radii, and planting strips with street trees.	5/1/14 Provided complete grid		OIP	<p>The PBTSAC's recommendations had been put forward to the MTA which responded by speaking to the Committee last summer. Drew Morrison reported that Councilmember Riemer wrote MTA a letter addressing the lane widths along Wayne Avenue and feels additional conversation needs to ensue. The County is waiting for the new Governor's proposal.</p> <p>Drew Morrison reports that the Governor should provide his response to the proposed Purple line by mid- to late-May. If the project proceeds, the contractor project teams should submit their proposals this August.</p> <p>NEED UPDATE</p>
12. November 2013	MOTION— <u>Construction Signage – Pedestrian Safety Concerns</u> : Motion voted that the PBTSAC recommend to the County Executive (<i>that the County</i>) explore requiring appropriate signage at construction areas which provides information to the public where they can call or notify the County (e.g. 311) about possible improper impediments to the flow of pedestrian traffic or other potential pedestrian and traffic safety concerns; a Motion was moved and seconded to add an amendment that the PBTSAC requests that the County Executive ask the State to follow the same procedures. The motion was unanimously approved with the amendment.	5/1/14 Provided complete grid		OIP	<p>Jeff Duncel stated this issue primarily involves the Department of Permitting Services, as well as SHA. In recent discussions, it was agreed that the information that needed to be placed on signage in the public rights-of-way should be defined. Bilgrami, Duncel, and Mookerjee will meet with DPS and discuss what measures should be taken to establish proper public notification of disruptions to pedestrian pathways, and to decide what signage in the public ROW should be posted. SHA already has required signage including a phone number to report any issues. A follow up meeting is proposed to include State Highway, Permitting Services, Highway Services, and Traffic Engineering to discuss this topic further.</p>

13. November 2013	MOTION—Adherence to Bicycle Master Plan: Voted, that the PBTSAC recommend to the County Executive, County Council and M-NCPPC that whenever development or project road work is being performed on a County roadway, the appropriate public agency shall review the project for adherence to the Master Plan and where possible, within the scope of the project, require appropriate bicycle and pedestrian accommodations implementing Master Plan recommendations. This includes new construction as well as reconstruction projects. ADA Best Practices and AASHTO Bicycle Guidance should be followed to provide both a walkable pedestrian environment, accessible to all users, and appropriate bicycle accommodations. The Motion was unanimously approved.	5/1/14 Provided complete grid		OIP	MNCPPC has proposed this as part of their FY16 work program the update of the Bicycle Master Plan. The PBTSAC can write a letter in support of this Plan. MONITOR PROGRESS: NEED UPDATE
14. May 2014	Motion: Voted that the PBTSAC recommend to the Montgomery County Executive and the Montgomery County Council, that each find an appropriate body to consider the possibility of asking PEPCO to allow public access to bicycles and pedestrians to use whatever portions of PEPCO utility real estate that might be made safely available for such use.	9/2/14		OIP	Pepco has agreed to begin opening their lines to recreation (specifically: starting with an unpaved trail from Montg Mall to the Soccerplex) -- if the merger is approved. Jack Strausman reported that good faith negotiations are underway for a pilot project and future access to utility Rights of Way for a hiker/biker trail, as part of the Pepco/Exelon merger negotiations. MONITOR STATUS
15. May 2014	Motion: Voted that the Pedestrian, Bicycle & Traffic Safety Advisory Committee recommend to the County Council that it begin consideration of a formal review process of the Countywide Bikeways Functional Master Plan, which has not been updated since 2005. The plan should be updated in order to account for county growth, new engineering best practices and to promote interconnectivity of bicycle trails and bicycle roadway accommodations.	9/2/14		OIP	David Anspacher stated that the update of the Bicycle Master Plan is now part of Park and Planning July work plan. MNCPPC has requested funding for technical support and to hire a consultant to help. There is no plan or funding request for a Pedestrian Master Plan. David to provide update at June Meeting. MONITOR PROGRESS

<p>16. September 2014</p>	<p>Motion: Voted that snow removal and the general clearance of pedestrian facilities is an important safety issue, and it is one that the County should increase its efforts to ameliorate the hazards that result from the current level of effort.</p> <p>Bill 21-14, with its main thrust being the development of a Plan for removal of snow from sidewalks, is a good first step in increasing focus on this issue. Bill components, which include mapping and prioritizing pedestrian infrastructure, clarifying the removal responsibilities, and educating and enforcement components, are positive elements of this effort and are supported by the Committee.</p> <p>While the Committee fully expects this bill to evolve as input from stakeholders is heard and incorporated, and as a snow removal plan is developed, Bill 21-14 is a good starting place.</p>	<p>10/30/14 Via Letter</p>		<p>OIP</p>	<p>Drew Morrison stated the County Council passed the Snow Bill but the County Executive did not sign it and there is no budget to implement it.</p> <p>MONITOR PROGRESS: FUNDING SITUATION? NEXT STEPS?</p>
<p>17. April 2015</p>	<p>Motion: Voted that the PBTSAC support adding \$125,000 to the FY16 budget to support a comprehensive pedestrian safety education and enforcement approach. The motion passed with one abstention.</p>	<p>4/1 Transmitted in Council</p>		<p>OIP</p>	<p>Drew Morrison, citing Cpt. Didone's previous discussions with the County Council on the need to fund more education to support the enforcement of pedestrian safety, introduced a motion for the PBTSAC to consider to ensure a comprehensive program. In discussing the issue with Councilmember Berliner today, Drew Morrison was asked to request the committee recommend \$125,000 for pedestrian safety education and enforcement.</p> <p>Drobnich testified in support of additional funding for both enforcement and education before the full Council and submitted testimony to the T&E Committee.</p> <p>The Council's Reconciliation list included \$80,000 for pedestrian enforcement and \$100,000 for pedestrian safety education.</p> <p>NEED UPDATE BY DREW</p>